

# TELEGRAPHIC MESSAGE

NAME OF AGENCY <b>FEDERAL AVIATION ADMINISTRATION AIR TRAFFIC TACTICAL OPERATIONS ATT-1</b>	PRECEDENCE ACTION:  INFO:	SECURITY CLASSIFICATION
ACCOUNTING CLASSIFICATION	DATE PREPARED 1/14/02	FILE
<b>FOR INFORMATION</b>	<b>CALL</b>	
NAME JEAN M. HOPKINS	PHONE NUMBER 703-904-4417	TYPE OF MESSAGE  _ SINGLE _ BOOK _ MULTI ADDRESS
THIS SPACE FOR USE OF COMMUNICATION UNIT		

## MESSAGE TO BE TRANSMITTED (Use double spacing and all capital letters)

To:

KRWA NOUS2 \_\_\_\_\_

GENOT RWA\_\_\_\_\_SVC B

FF ALRGNS 1/500/530, AMA/1, AMC/1, ACT/1, ALAFTO

NOTICE: 7210. \_\_\_\_\_

SUBJECT: GROUND DELAY PROGRAM DEPARTURE TIME PARAMETERS

EFF APRIL 2 2002

CNL OCTOBER 2 2002

PART 1 OF 6

1. PURPOSE. THE PURPOSE OF THIS NOTICE IS TO AUGMENT AND MODIFY PROCEDURES CONTAINED IN FAA ORDER 7210.3, CHAPTER 17, SECTION 10, GROUND DELAY PROGRAMS (GDPS).

2. DISTRIBUTION. THIS NOTICE IS DISTRIBUTED TO SELECT OFFICES IN WASHINGTON HEADQUARTERS, REGIONAL OFFICES, THE WILLIAM J. HUGHES TECHNICAL CENTER, THE MIKE MONRONEY AERONAUTICAL CENTER, ALL AIR TRAFFIC FIELD FACILITIES, INTERNATIONAL AVIATION FIELD OFFICES AND INTERESTED AVIATION PUBLIC.

3. BACKGROUND. MANY ENHANCEMENTS HAVE BEEN MADE TO THE SOFTWARE UTILIZED TO MANAGE GDPS. AIRLINES MAY NOW UPDATE THEIR DEPARTURE TIMES BY ARRANGING THEIR FLIGHTS' PRIORITIES TO MEET THE CONTROLLED TIME OF ARRIVAL. IN ORDER TO EVALUATE THE EFFECTIVENESS AND EFFICACY OF THE SOFTWARE, AND THE AIRLINES' SUPPLIED DATA, THE ACTUAL DEPARTURE TIME PARAMETER IN RELATION TO THE EXPECT DEPARTURE CLEARANCE TIME (EDCT) IS BEING REDUCED.

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4. POLICY. THESE PROCEDURES MAY BE SUSPENDED BY THE AIR TRAFFIC CONTROL SYSTEM  
COMMAND CENTER (ATCSCC) ON A "REAL-TIME" BASIS TO ASSUAGE SAFETY CONCERNS. ALL  
HISTORICALLY VALIDATED RESTRICTIONS ARE CANCELLED WHEN A GROUND DELAY PROGRAM IS IN  
EFFECT FOR THE SAME TRAFFIC FLOW OR IMPACTED AIRPORT/AREA. PROVIDED ALL OTHER  
FACTORS ARE EQUAL, AIRCRAFT IN A GDP SHALL HAVE PRIORITY OVER NON-PARTICIPATING  
AIRCRAFT.

### 5. RESPONSIBILITIES:

#### A. THE ATCSCC SHALL:

- (1) IMPLEMENT, MODIFY, AND TERMINATE ALL GDPS.
- (2) MANAGE GDPS SO AS TO MINIMIZE AIRBORNE HOLDING.
- (3) NOTIFY ARTCCS AND NAS USERS THROUGH AN ADVISORY MESSAGE WHEN

PROCEDURES IN THIS NOTICE ARE TERMINATED.

(4) MONITOR AND MODIFY THE GDP, AS NECESSARY, TO ENSURE THE APPROPRIATE  
NUMBER OF AIRCRAFT ARE BEING PROCESSED THROUGH THE GDP AND ARE DISTRIBUTED  
EQUITABLY THROUGHOUT THE TIME FRAME OF THE GDP.

- (5) PROVIDE EDCTS FOR AIRCRAFT THAT CANNOT MEET THEIR ASSIGNED TIMES AND

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PART 3 OF 6

DOCUMENT THEM APPROPRIATELY.

B. THE AIR TRAFFIC DIVISION (ATD) SHALL:

(1) ENSURE FACILITIES PROVIDE FEEDBACK FOR EACH GDP USING THE PROCEDURES IN THIS NOTICE.

(2) CONTACT FACILITIES TO REVIEW AND RESOLVE DISCREPANCIES, IF NECESSARY.

C. AIR TRAFFIC FACILITIES SHALL:

(1) NOTIFY THE PARENT CENTER, OR THE ATCSCC, IN ACCORDANCE WITH THE APPROPRIATE PROTOCOL:

(A) WHEN THESE PROCEDURES MAY NEED TO BE MODIFIED OR TERMINATED TO MAINTAIN SYSTEM SAFETY AND INTEGRITY.

(B) THE FACILITY BELIEVES THE AIRCRAFT OPERATORS ARE NOT TAXIING IN A MANNER CONSISTENT TO MEET THE ASSIGNED EDCTS.

NOTE: AIRCRAFT OPERATORS ARE RESPONSIBLE FOR OPERATING IN A MANNER CONSISTENT WITH MEETING ASSIGNED EDCTS.

(2) ENSURE OTHER RESTRICTIONS SUCH AS MILES-IN-TRAIL (MIT), ENROUTE SPACING PROGRAM (ESP) ADJUSTMENTS, OR CALL FOR RELEASE (CFR) ARE NOT ISSUED TO AIRCRAFT DESTINED TO

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THE FOLLOWING AIRPORTS DURING THE TIME PERIOD A GDP IS IN EFFECT FOR THE AIRPORT,  
UNLESS COORDINATED WITH OR REQUESTED BY THE ATCSCC IN ADVANCE.

- (A) CHICAGO O'HARE INTERNATIONAL (ORD)
- (B) NEWARK INTERNATIONAL (EWR)
- (C) WILLIAM B. HARTSFIELD ATLANTA INTERNATIONAL (ATL)
- (D) LAMBERT-ST. LOUIS INTERNATIONAL (STL)
- (E) PHILADELPHIA INTERNATIONAL (PHL)
- (F) DETROIT METROPOLITAN WAYNE COUNTY AIRPORT (DTW)
- (G) SAN FRANCISCO INTERNATIONAL (SFO)

(3) ENSURE THE AIRCRAFT REMAIN ON THE ROUTE OF FLIGHT ASSIGNED AT DEPARTURE, UNLESS  
OPERATIONAL NECESSITY REQUIRES THEM TO BE MOVED TO ANOTHER ROUTE.

(4) PROVIDE FEEDBACK OF GDPS UTILIZING THE PROCEDURES IN THIS NOTICE AND FORWARD  
THEM TO THE ATD AND ATCSCC. FACTORS TO BE DISCUSSED INCLUDE HOLDING, STACKS,  
CONTROLLER WORKLOAD, DELAYS TO NON-PARTICIPATING AIRCRAFT, AND OFF-LOADS UTILIZED  
FOR GDP AND NON-GDP AIRCRAFT.

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### 6. PROCEDURES.

A. WHEN A GDP IS IMPLEMENTED, ALL AIRCRAFT IN THE GDP ARE EXPECTED TO DEPART WITHIN 5 MINUTES OF THEIR ASSIGNED CONTROLLED TIME OF DEPARTURE (CTD).

B. IF AN AIRCRAFT WILL NOT MEET THE 5-MINUTE CRITERIA AND THE AIRCRAFT HAS BEGUN TAXIING, THE AIRCRAFT SHALL BE RELEASED UNLESS A GROUND STOP APPLICABLE TO THAT AIRCRAFT IS IN EFFECT.

C. IF AN AIRCRAFT HAS NOT BEGUN TAXIING AND THE EDCT HAS PASSED, THE FACILITY SHOULD NOTIFY THE APPROPRIATE TMU FOR COORDINATION WITH THE ATCSCC FOR AN EDCT.

D. FLIGHTS THAT ARE AN "AIRBORNE POP-UP," SHALL BE COORDINATED THROUGH THE APPROPRIATE OVERLYING TRAFFIC MANAGEMENT UNIT, FOR A TIME TO BE UTILIZED TO SEQUENCE THE AIRCRAFT IN THE GDP.

E. IF NECESSARY, AIRCRAFT THAT ARE NOT PARTICIPATING IN THE GDP AND WOULD HAVE THE SAME PRIORITY FOR AIR TRAFFIC HANDLING, WILL BE DELAYED OR REROUTED TO PROVIDE PRIORITY TO AIRCRAFT PARTICIPATING IN THE GDP. GOOD JUDGEMENT SHOULD BE USED IN DETERMINING A SAFE AND EXPEDITIOUS FLOW(S) OF TRAFFIC.

F. THE ATCSCC SHALL MONITOR THE GDP AND TAKE ACTION TO RESOLVE DISCREPANCIES WHEN

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PART 6 OF 6

THEY ARE OBSERVED.

G. ALL GDP TERMINATIONS SHALL BE COORDINATED WITH IMPACTED FACILITIES PRIOR TO  
IMPLEMENTATION TO DEVISE A METHOD FOR EXITING THE GDP WITH THE LEAST OPERATIONAL  
IMPACT.

H. IF THESE PROCEDURES ARE TERMINATED ON A "REAL-TIME" BASIS, THE FACILITIES AND ATCSCC  
SHALL UTILIZE PROCEDURES CONTAINED IN FAA ORDER 7210.3, FACILITY OPERATION AND  
ADMINISTRATION.

KIES, ATT-1

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